

The Largest
Morning Circulation
In Washington

The Washington Herald

EASY
REFERENCE
ROOM
RENTING
BUREAU

NO. 3166

WEATHER—FAIR.

WASHINGTON, D. C., SATURDAY, JUNE 12, 1915.

ONE CENT. In Washington and Potomac Suburban
Territory. ELSEWHERE TWO CENTS.

LEMBERG SAVED; TEUTONS BROKEN AT TWO POINTS

Gen. Linsinger Met by Russian Armies and Driven Back Ten Miles to Dniester River After Furious Battle—Engagement, Started with Artillery Action, Was Completed with Bayonet—Eight Thousand Prisoners Taken—Gen. Mackensen, in Conflict at Mosaic, Forced to Retire Ten Miles.

AUSTRIA CLAIMS VICTORY

London, June 11.—Two huge Austro-German armies have been soundly defeated by the Russians and Lemberg, for the time being, is safe.

The forces of Gen. Linsinger, which crossed the Dniester east of Stryj and advanced ten miles to the Lemberg Railway, have been driven back to the river there to reform their shattered front.

The German center in great strength under Gen. Von Mackensen, which advanced due east from Przemyśl, has been met by the Russians at Mosaic, halted and swept back a distance of four miles with losses which, unofficial dispatches state will run far into the thousands.

Both Berlin and Vienna ignore this fighting. "The situation is unchanged," says the German war office in an official statement received here by wireless tonight. The words are echoed by the Austrian report.

The Russian general staff, however, relates at considerable length the story of the Muscovite successes. And private dispatches from persons in semi-official circles in Petrograd give the details of the victories by which the Czar's forces have halted, for a time at least, the Teuton advance in Galicia—halted and swept it back.

The forces of Linsinger, which effected a crossing of the Dniester at Zuarawna, east of Stryj, found little opposition to their advance. It is believed that at first this action was merely a mask to the main assault on the river lines on the Ugarsberg front. But finding little opposition the Teutons swept forward, on a front of some width, as far as the railway which runs southeast from Lemberg and which naturally was of great importance to the Russians.

Win by Bayonet.

Here they were attacked by the Czar's forces. There was no artillery fighting on the part of the Russians at least. The Slavs poured volley after volley into the ranks of their foe and then swept forward with the bayonet. The Teutons fell back, leaving nearly 8,000 prisoners in the Russian hands. They abandoned seventeen heavy guns and forty-nine machine guns.

Meanwhile the center army sweeping along the Przemyśl-Lemberg Railway came up to the Russian positions at Mosaic. After a heavy bombardment the Teutons swept forward to the attacks. They stormed up to the Russian wire entanglements when, at point blank range the Slavs emptied their carbines into the close-packed ranks. The gray billows of men wavered and melted before the hail of lead. Again and again they swept forward and each time were swept back, their losses mounting into the thousands. Despite a night bombardment in which asphyxiating shells were used the Germans were unable to advance, and many were driven back a distance estimated unofficially to be four miles.

2,000 Made Prisoners.

In Ugarsberg section on the Dniester the Russians also claim a success of some proportions, 2,000 prisoners having been taken.

It is pointed out in Petrograd that even should the Germans now break through at Mosaic they would be brought to a standstill before the Russian positions in the Grodek Lakes region. Linsinger's advance from the southwest threatened the rear of these positions, but his forces it is believed are definitely halted, for a while at least. The Germans are now believed to be waiting for reinforcements, their losses being extremely heavy. As far as dispatching any forces from the east to the west this part of their supposed program is said to be definitely off.

Vienna tonight reported an advance for the troops of Gen. Pflanzer toward the Dniester. These forces, advancing from the Pruth are said to have driven the Russians from their defenses near Ober-Lyn and Horodenka.

Only desultory fighting is reported from the Courtland, both German and Russian sides declaring that enemy attacks were repulsed.

CRUISER REPORTED SUNK.

British Destroyer Submarine Sunk Warship Down.

Vienna, June 11.—A small British cruiser of the Liverpool type was sunk on Wednesday in the Adriatic Sea by the Austrian submarine No. 4, which had steamed from its base in the Adriatic around the southern end of Italy. The British warship, which was protected by six torpedo-boat destroyers, was sent to the bottom thirty miles west of San Giovanni. The submarine No. 4 is commanded by Lieut. Singler.

London, June 11.—The admiralty this evening denied the report issued in Vienna earlier in the day to the effect that an Austrian submarine had sunk a small British cruiser of the Liverpool class in the Adriatic Sea on Wednesday.

TRAIL IN PROBE LEADS TO OFFICE OF CAPT. BOY-ED

Lusitania Affidavits Obtained Through German Secret Service.

ARREST MAY BE MADE

Prominent Member of the Kaiser's Sleuth Corps Mentioned.

GRAND JURY HEARING IS ON

Gustav Stahl Did Not Go Aboard Lusitania, According to Testimony.

Special to The Washington Herald.

New York, June 11.—Information gathered by Federal agents and United States Attorney Marshall shows that the affidavits of Gustav Stahl and others submitted to the State Department to prove that the Lusitania was a warship were procured through operations of the German secret service. Evidence implicating a conspirator a prominent member of the German secret service group in the United States may be acted upon next week, and this arrest may be only one of several that are regarded as likely.

As a result of the investigation into the activities of Stahl and his instigators the Federal government is now pretty thoroughly informed as to the German secret service operations, which were begun soon after the war. These operations lead directly to the office of Capt. Boy-Ed, naval attaché of the German Embassy at 11 Broadway. Proof is now in the hands of the authorities that the plan for the affidavits regarding the Lusitania originated in the office of Boy-Ed, though this information may never be acted upon in view of the captain's official position.

Probing German Plot.

From sources of the highest authority it was learned today that United States Attorney Marshall has been endeavoring to unravel the various elements of the affidavit plot until the conspiracy of German agents is made clear. Mr. Marshall said that while he had no important witness before the grand jury today major developments could not be expected until the first of the week.

As showing the lack of foundation for the Stahl affidavits and the extent to which the conspiracy went, the words of Joseph A. Baker, of the Bureau of Investigation of the Department of Justice, are significant:

"Everything goes to show that Stahl never went aboard the Lusitania as the companion of Leach. It appears from information at hand that he did not even know how to get to the Lusitania's berth."

Stahl a Steel Pigeon

Investigations by persons having no official connection with the case resulted in the discovery today that Paul Koenig, against whom United States Attorney Marshall's grand jury proceedings are directed, employed Gustav Stahl as a steel pigeon.

Through his lawyer, Edward Sanford, counsel for the Hamburg-American line, Koenig admitted this today. Mr. Sanford denied knowing any thing of any money paid by Koenig for stool-pigeon work and denied emphatically that Stahl had been paid for making his own affidavit concerning the Lusitania or setting others.

At the Hamburg-American line offices it was first denied, then admitted, that Koenig has any connection there. Mr. Sanford explained that Koenig conducts the Hamburg-American line secret service department and that while searching for a man who used to live at 20 Leroy street he had met Stahl, a lodger at that address. Stahl was employed as a "steel pigeon," and while working for Koenig, Mr. Sanford explained, told of conversations he had had with a steward by the name of Leach and of going aboard the Lusitania to see the guns.

"Natural Scape Taken."

"At first Mr. Koenig put no faith in the stories at all," Mr. Sanford explained. "But Stahl was persistent and finally Mr. Koenig conducted an investigation, as a result of which he believed Stahl's statements to be true. I will not go further into the process by which the affidavits reached the German Embassy, for the natural steps were taken."

Mr. Sanford denied that there was any connection between the Boy-Ed office and Koenig's work as a detective. He said he was not representing Stahl.

While Mr. Sanford was talking, Paul Koenig was announced. Mr. Sanford agreed that his client should be interviewed if the interview were limited to this one question:

"Is it true that you are a fugitive from justice as has been reported?"

Koenig is a German of imposing proportions. He is 6 feet 2 inches in height and wears a stubby gold mustache.

Koenig's answer to the question was: "I'm not a fugitive. I was at my office this morning. I am ready to surrender myself to the government officials if they demand it."

When Koenig retired to another room and Mr. Sanford explained that sometimes the big fugitive bears the name of "Stahl" when he was operating as a steel pigeon.

Continued on Page Two.

Washington Southern Railway To Virginia every Saturday and Sunday. Very low fares. Consult agent.



HE'S OUT AGAIN

ORDER HINTS U. S. TROOPS MAY ACT

Regiments on Mexican Border to Be Held in Readiness for Emergency.

TRANSFER IS POSTPONED

Gen. Funston Advises War Department Against Sending Soldiers to Islands.

The action of the War Department in cancelling orders transferring three regiments of infantry now on the Mexican border to the Philippines indicates in striking fashion that the government is looking forward to the possibility of the use of American troops in Mexico.

The United States now has 17,000 troops on the border, and it has been decided that the force shall not be reduced at this time.

The action of the department in cancelling the order sending three of the border regiments to the Philippines was issued on the recommendation of Gen. Funston, who is in command in the Southwest. He is understood to have advised the department that it would be unwise to reduce the border forces in view of the possibility that the government might be compelled at some time in the near future to send troops to Mexico to guard supplies forwarded to the country for the relief of starving noncombatants.

Border Forces to Remain.

The possibility that such a step might lead to more serious difficulties prompted the department to issue orders, which were sent out Thursday night, announcing that all regiments now on the border will remain there until further notice. This means that the border army will be maintained at its present strength indefinitely.

The original order, which was suspended by telegram, directed that the Ninth and Fifteenth Cavalry and the Twenty-seventh Infantry, which are in Texas, should start for the Philippines July 5, August 5 and September 5, respectively. They were to relieve the Seventh and Eighth Cavalry and the Twenty-fourth Infantry, whose terms of duty in the Philippines have expired.

While War Department officials declined to admit that they believed intervention in Mexico to be one of the probabilities of the near future, the modification of the order affecting the regiments shows that the government intends to be prepared for any contingency that may arise as a result of the change in the President's foreign policy.

Recent Sent a Victim.

Quincy, June 11.—The Russian warship, which was sunk by a German submarine, was sent to the bottom today.

San Francisco 6 O'clock to Baltimore. 11:40 Round Trip Every Saturday and Sunday. Very low fares. Consult agent.

BRYAN BIDS FOR AID OF GERMAN SENTIMENT IN U. S.

Seeks to Purge Himself of Treachery in "Appeal" to Hyphenated Americans—Tells in Advance What Wilson Intends to Do in Regard to Great Britain and Supports Dernburg-Bernstorff Contention Pertaining to Separation of Passengers from Ammunition Cargoes—Reason for Resignation Still a Secret.

BARES CABINET SECRETS

By JOSEPH P. ANNIN.

William Jennings Bryan started out last night in an effort to purge himself of treachery against his chief and doubtful patriotism toward his country.

To do this he issued a remarkable "appeal" to the hyphenated Germans—it will be remembered that President Wilson in his Philadelphia speech had knocked the hyphen out of American citizenship—and then started out to tell in advance just what the President intends to do in regard to Great Britain.

He announced definitely that President Wilson intends to insist upon observance of the rights of our shipping on the part of Great Britain, a tipping of the diplomatic hand of this government which cannot but embarrass it in its dealings both with Great Britain and Germany, and which was evidently perpetrated by Mr. Bryan—still under the thin veil of guise of supporting the President by forcing him to do something against his judgment—in the hope that it might influence the German foreign office in its reception of President Wilson's note of yesterday.

That the deluge of criticism which met, first, Mr. Bryan's resignation under fire, and, second, his Judas-like statement published yesterday has had its effect is to be seen from the statements contained in his "appeal" to German-Americans. In this announcement he indorses every stand and principle which the President supports, reiterates much that the President said in explaining in his last note why it was impossible to submit the Lusitania matter to international arbitration, and then, having laboriously hoisted himself to the high plane taken by the President, thuds to earth again by supporting the Bernstorff-Dernburg-von Jagow contention that the United States should separate passengers from ammunition cargoes.

U. S. TO INSIST KAISER OBEY LAW OF WARFARE

With the President's submarine note now before the German government and people, Washington settled back yesterday to a wait of two weeks or more than it is expected necessarily must elapse before the reply of Germany is received. There was a visible relaxation of the tension of the last week or so as officials realized that for the present this government can do no more.

Two features of the President's note are pointed to in pro-German quarters as affording the basis for an expectation that Germany will be found meeting the demands of the United States on the submarine issues. One is the President's offer to transmit to Great Britain anything that Germany may wish to communicate to the British government; the second is the President's statement asking that the German government take action "in respect to the safeguarding of American lives and American ships."

In the former they see an opportunity for the beginning of mediation; in the second they claim to see a more specific limitation of his demands solely to American lives and American ships than was contained in the note of May 15.

It has long been understood that the chief aim of the German Ambassador in this situation was to draw the United States into attempting to strike a bargain between Germany and Great Britain.

Will Not Speak for Germany.

Officials took pains to call attention to the fact that the United States does not offer to speak for Germany; it offers only to transmit to Great Britain what Germany may have to say to the latter government. Officials are inclined to the opinion that Germany will not respond to the invitation to speak directly to Great Britain, but will, on the other hand, indulge in much talk of her desire for exchanges and again ask the United States to initiate such a movement.

Attention was called to the fact that favorably as this offer seemed to be viewed in German quarters yesterday, it should not be taken to mean that it affords Germany a means for side-stepping the issues on which the United States has called her to account.

Only if accompanied by a suspension of submarine activities on the part of Germany, it is declared, would the United States permit any negotiations that might be set up between the German and British governments to influence or alter in any way its position as expressed in the notes of May 15 and June 5.

Offer to Be Conditional.

Germans here express the conviction that if Germany promises not to attack passenger ships the United States position will be fairly met, but it is admitted that this offer is likely to be conditional upon the separation by the United States of contraband and passenger traffic. There is little indication in official quarters, however, that these proposals will be any more acceptable to the United States in the immediate future than they were when first put forth following the sinking of the Lusitania. The majority opinion seems to be that only a guarantee of a government that she will have her submarines act in accordance with the law of visit and search will assure the United States government that the rights of Americans will not be violated in the submarine warfare.

Spectacular Effect Sought.

Among those observers who conjecture in this connection, only one hypothesis is seriously considered—that for some reason Mr. Bryan desired to get out of the Cabinet with the spectacular effect of which his presence has been deprived these two years—and this last note furnished the pretext. Although it is officially stated that the note underwent no material change after Mr. Bryan finally refused to sign it, there is reason to believe, considering the phraseology in its relation to the note of May 15, that in an effort to avert a Cabinet crisis which he saw coming, the President made concessions to his premier before they were demanded. Naturally, to one whose real purpose was to find ground for resigning, such concessions were not satisfactory. Only Mr. Bryan can explain why he couldn't sign the last note, and he has not done so, although he promised to before the note was published.

Whether Mr. Bryan is recommending the governing discontent in the South with the President's handling of the trade controversy with Great Britain, and seeing also an element of strength both in the prohibition issue and the German-American vote, to which he appealed yesterday, again has his eye upon political stars, is a matter of conjecture. But in view of everything Mr. Bryan has said and done these past three days, it is food for very interesting conjecture.

6:40 Harper Ferry, 6:45 Washington, 6:50 New York, 6:55 Philadelphia, 7:00 New York, 7:05 Philadelphia, 7:10 New York, 7:15 Philadelphia, 7:20 New York, 7:25 Philadelphia, 7:30 New York, 7:35 Philadelphia, 7:40 New York, 7:45 Philadelphia, 7:50 New York, 7:55 Philadelphia, 8:00 New York, 8:05 Philadelphia, 8:10 New York, 8:15 Philadelphia, 8:20 New York, 8:25 Philadelphia, 8:30 New York, 8:35 Philadelphia, 8:40 New York, 8:45 Philadelphia, 8:50 New York, 8:55 Philadelphia, 9:00 New York, 9:05 Philadelphia, 9:10 New York, 9:15 Philadelphia, 9:20 New York, 9:25 Philadelphia, 9:30 New York, 9:35 Philadelphia, 9:40 New York, 9:45 Philadelphia, 9:50 New York, 9:55 Philadelphia, 10:00 New York, 10:05 Philadelphia, 10:10 New York, 10:15 Philadelphia, 10:20 New York, 10:25 Philadelphia, 10:30 New York, 10:35 Philadelphia, 10:40 New York, 10:45 Philadelphia, 10:50 New York, 10:55 Philadelphia, 11:00 New York, 11:05 Philadelphia, 11:10 New York, 11:15 Philadelphia, 11:20 New York, 11:25 Philadelphia, 11:30 New York, 11:35 Philadelphia, 11:40 New York, 11:45 Philadelphia, 11:50 New York, 11:55 Philadelphia, 12:00 New York, 12:05 Philadelphia, 12:10 New York, 12:15 Philadelphia, 12:20 New York, 12:25 Philadelphia, 12:30 New York, 12:35 Philadelphia, 12:40 New York, 12:45 Philadelphia, 12:50 New York, 12:55 Philadelphia, 1:00 New York, 1:05 Philadelphia, 1:10 New York, 1:15 Philadelphia, 1:20 New York, 1:25 Philadelphia, 1:30 New York, 1:35 Philadelphia, 1:40 New York, 1:45 Philadelphia, 1:50 New York, 1:55 Philadelphia, 2:00 New York, 2:05 Philadelphia, 2:10 New York, 2:15 Philadelphia, 2:20 New York, 2:25 Philadelphia, 2:30 New York, 2:35 Philadelphia, 2:40 New York, 2:45 Philadelphia, 2:50 New York, 2:55 Philadelphia, 3:00 New York, 3:05 Philadelphia, 3:10 New York, 3:15 Philadelphia, 3:20 New York, 3:25 Philadelphia, 3:30 New York, 3:35 Philadelphia, 3:40 New York, 3:45 Philadelphia, 3:50 New York, 3:55 Philadelphia, 4:00 New York, 4:05 Philadelphia, 4:10 New York, 4:15 Philadelphia, 4:20 New York, 4:25 Philadelphia, 4:30 New York, 4:35 Philadelphia, 4:40 New York, 4:45 Philadelphia, 4:50 New York, 4:55 Philadelphia, 5:00 New York, 5:05 Philadelphia, 5:10 New York, 5:15 Philadelphia, 5:20 New York, 5:25 Philadelphia, 5:30 New York, 5:35 Philadelphia, 5:40 New York, 5:45 Philadelphia, 5:50 New York, 5:55 Philadelphia, 6:00 New York, 6:05 Philadelphia, 6:10 New York, 6:15 Philadelphia, 6:20 New York, 6:25 Philadelphia, 6:30 New York, 6:35 Philadelphia, 6:40 New York, 6:45 Philadelphia, 6:50 New York, 6:55 Philadelphia, 7:00 New York, 7:05 Philadelphia, 7:10 New York, 7:15 Philadelphia, 7:20 New York, 7:25 Philadelphia, 7:30 New York, 7:35 Philadelphia, 7:40 New York, 7:45 Philadelphia, 7:50 New York, 7:55 Philadelphia, 8:00 New York, 8:05 Philadelphia, 8:10 New York, 8:15 Philadelphia, 8:20 New York, 8:25 Philadelphia, 8:30 New York, 8:35 Philadelphia, 8:40 New York, 8:45 Philadelphia, 8:50 New York, 8:55 Philadelphia, 9:00 New York, 9:05 Philadelphia, 9:10 New York, 9:15 Philadelphia, 9:20 New York, 9:25 Philadelphia, 9:30 New York, 9:35 Philadelphia, 9:40 New York, 9:45 Philadelphia, 9:50 New York, 9:55 Philadelphia, 10:00 New York, 10:05 Philadelphia, 10:10 New York, 10:15 Philadelphia, 10:20 New York, 10:25 Philadelphia, 10:30 New York, 10:35 Philadelphia, 10:40 New York, 10:45 Philadelphia, 10:50 New York, 10:55 Philadelphia, 11:00 New York, 11:05 Philadelphia, 11:10 New York, 11:15 Philadelphia, 11:20 New York, 11:25 Philadelphia, 11:30 New York, 11:35 Philadelphia, 11:40 New York, 11:45 Philadelphia, 11:50 New York, 11:55 Philadelphia, 12:00 New York, 12:05 Philadelphia, 12:10 New York, 12:15 Philadelphia, 12:20 New York, 12:25 Philadelphia, 12:30 New York, 12:35 Philadelphia, 12:40 New York, 12:45 Philadelphia, 12:50 New York, 12:55 Philadelphia, 1:00 New York, 1:05 Philadelphia, 1:10 New York, 1:15 Philadelphia, 1:20 New York, 1:25 Philadelphia, 1:30 New York, 1:35 Philadelphia, 1:40 New York, 1:45 Philadelphia, 1:50 New York, 1:55 Philadelphia, 2:00 New York, 2:05 Philadelphia, 2:10 New York, 2:15 Philadelphia, 2:20 New York, 2:25 Philadelphia, 2:30 New York, 2:35 Philadelphia, 2:40 New York, 2:45 Philadelphia, 2:50 New York, 2:55 Philadelphia, 3:00 New York, 3:05 Philadelphia, 3:10 New York, 3:15 Philadelphia, 3:20 New York, 3:25 Philadelphia, 3:30 New York, 3:35 Philadelphia, 3:40 New York, 3:45 Philadelphia, 3:50 New York, 3:55 Philadelphia, 4:00 New York, 4:05 Philadelphia, 4:10 New York, 4:15 Philadelphia, 4:20 New York, 4:25 Philadelphia, 4:30 New York, 4:35 Philadelphia, 4:40 New York, 4:45 Philadelphia, 4:50 New York, 4:55 Philadelphia, 5:00 New York, 5:05 Philadelphia, 5:10 New York, 5:15 Philadelphia, 5:20 New York, 5:25 Philadelphia, 5:30 New York, 5:35 Philadelphia, 5:40 New York, 5:45 Philadelphia, 5:50 New York, 5:55 Philadelphia, 6:00 New York, 6:05 Philadelphia, 6:10 New York, 6:15 Philadelphia, 6:20 New York, 6:25 Philadelphia, 6:30 New York, 6:35 Philadelphia, 6:40 New York, 6:45 Philadelphia, 6:50 New York, 6:55 Philadelphia, 7:00 New York, 7:05 Philadelphia, 7:10 New York, 7:15 Philadelphia, 7:20 New York, 7:25 Philadelphia, 7:30 New York, 7:35 Philadelphia, 7:40 New York, 7:45 Philadelphia, 7:50 New York, 7:55 Philadelphia, 8:00 New York, 8:05 Philadelphia, 8:10 New York, 8:15 Philadelphia, 8:20 New York, 8:25 Philadelphia, 8:30 New York, 8:35 Philadelphia, 8:40 New York, 8:45 Philadelphia, 8:50 New York, 8:55 Philadelphia, 9:00 New York, 9:05 Philadelphia, 9:10 New York, 9:15 Philadelphia, 9:20 New York, 9:25 Philadelphia, 9:30 New York, 9:35 Philadelphia, 9:40 New York, 9:45 Philadelphia, 9:50 New York, 9:55 Philadelphia, 10:00 New York, 10:05 Philadelphia, 10:10 New York, 10:15 Philadelphia, 10:20 New York, 10:25 Philadelphia, 10:30 New York, 10:35 Philadelphia, 10:40 New York, 10:45 Philadelphia, 10:50 New York, 10:55 Philadelphia, 11:00 New York, 11:05 Philadelphia, 11:10 New York, 11:15 Philadelphia, 11:20 New York, 11:25 Philadelphia, 11:30 New York, 11:35 Philadelphia, 11:40 New York, 11:45 Philadelphia, 11:50 New York, 11:55 Philadelphia, 12:00 New York, 12:05 Philadelphia, 12:10 New York, 12:15 Philadelphia, 12:20 New York, 12:25 Philadelphia, 12:30 New York, 12:35 Philadelphia, 12:40 New York, 12:45 Philadelphia, 12:50 New York, 12:55 Philadelphia, 1:00 New York, 1:05 Philadelphia, 1:10 New York, 1:15 Philadelphia, 1:20 New York, 1:25 Philadelphia, 1:30 New York, 1:35 Philadelphia, 1:40 New York, 1:45 Philadelphia, 1:50 New York, 1:55 Philadelphia, 2:00 New York, 2:05 Philadelphia, 2:10 New York, 2:15 Philadelphia, 2:20 New York, 2:25 Philadelphia, 2:30 New York, 2:35 Philadelphia, 2:40 New York, 2:45 Philadelphia, 2:50 New York, 2:55 Philadelphia, 3:00 New York, 3:05 Philadelphia, 3:10 New York, 3:15 Philadelphia, 3:20 New York, 3:25 Philadelphia, 3:30 New York, 3:35 Philadelphia, 3:40 New York, 3:45 Philadelphia, 3:50 New York, 3:55 Philadelphia, 4:00 New York, 4:05 Philadelphia, 4:10 New York, 4:15 Philadelphia, 4:20 New York, 4:25 Philadelphia, 4:30 New York, 4:35 Philadelphia, 4:40 New York, 4:45 Philadelphia, 4:50 New York, 4:55 Philadelphia, 5:00 New York, 5:05 Philadelphia, 5:10 New York, 5:15 Philadelphia, 5:20 New York, 5:25 Philadelphia, 5:30 New York, 5:35 Philadelphia, 5:40 New York, 5:45 Philadelphia, 5:50 New York, 5:55 Philadelphia, 6:00 New York, 6:05 Philadelphia, 6:10 New York, 6:15 Philadelphia, 6:20 New York, 6:25 Philadelphia, 6:30 New York, 6:35 Philadelphia, 6:40 New York, 6:45 Philadelphia, 6:50 New York, 6:55 Philadelphia, 7:00 New York, 7:05 Philadelphia, 7:10 New York, 7:15 Philadelphia, 7:20 New York, 7:25 Philadelphia, 7:30 New York, 7:35 Philadelphia, 7:40 New York, 7:45 Philadelphia, 7:50 New York, 7:55 Philadelphia, 8:00 New York, 8:05 Philadelphia, 8:10 New York, 8:15 Philadelphia, 8:20 New York, 8:25 Philadelphia, 8:30 New York, 8:35 Philadelphia, 8:40 New York, 8:45 Philadelphia, 8:50 New York, 8:55 Philadelphia, 9:00 New York, 9:05 Philadelphia, 9:10 New York, 9:15 Philadelphia, 9:20 New York, 9:25 Philadelphia, 9:30 New York, 9:35 Philadelphia, 9:40 New York, 9:45 Philadelphia, 9:50 New York, 9:55 Philadelphia, 10:00 New York, 10:05 Philadelphia, 10:10 New York, 10:15 Philadelphia, 10:20 New York, 10:25 Philadelphia, 10:30 New York, 10:35 Philadelphia, 10:40 New York, 10:45 Philadelphia, 10:50 New York, 10:55 Philadelphia, 11:00 New York, 11:05 Philadelphia, 11:10 New York, 11:15 Philadelphia, 11:20 New York, 11:25 Philadelphia, 11:30 New York, 11:35 Philadelphia, 11:40 New York, 11:45 Philadelphia, 11:50 New York, 11:55 Philadelphia, 12:00 New York, 12:05 Philadelphia, 12:10 New York, 12:15 Philadelphia, 12:20 New York, 12:25 Philadelphia, 12:30 New York, 12:35 Philadelphia, 12:40 New York, 12:45 Philadelphia, 12:50 New York, 12:55 Philadelphia, 1:00 New York, 1:05 Philadelphia, 1:10 New York, 1:15 Philadelphia, 1:20 New York, 1:25 Philadelphia, 1:30 New York, 1:35 Philadelphia, 1:40 New York, 1:45 Philadelphia, 1:50 New York, 1:55 Philadelphia, 2:00 New York, 2:05 Philadelphia, 2:10 New York, 2:15 Philadelphia, 2:20 New York, 2:25 Philadelphia, 2:30 New York, 2:35 Philadelphia, 2:40 New York, 2:45 Philadelphia, 2:50 New York, 2:55 Philadelphia, 3:00 New York, 3:05 Philadelphia, 3:10 New York, 3:15 Philadelphia, 3:20 New York, 3:25 Philadelphia, 3:30 New York, 3:35 Philadelphia, 3:40 New York, 3:45 Philadelphia, 3:50 New York, 3:55 Philadelphia, 4:00 New York, 4:05 Philadelphia, 4:10 New York, 4:15 Philadelphia, 4:20 New York, 4:25 Philadelphia, 4:30 New York, 4:35 Philadelphia, 4:40 New York, 4:45 Philadelphia, 4:50 New York, 4:55 Philadelphia, 5:00 New York, 5:05 Philadelphia, 5:10 New York, 5:15 Philadelphia, 5:20 New York, 5:25 Philadelphia, 5:30 New York, 5:35 Philadelphia, 5:40 New York, 5:45 Philadelphia, 5:50 New York, 5:55 Philadelphia, 6:00 New York, 6:05 Philadelphia, 6:10 New York, 6:15 Philadelphia, 6:20 New York, 6:25 Philadelphia, 6:30 New York, 6:35 Philadelphia, 6:40 New York, 6:45 Philadelphia, 6:50 New York, 6:55 Philadelphia, 7:00 New York, 7:05 Philadelphia, 7:10 New York, 7:15 Philadelphia, 7:20 New York, 7:25 Philadelphia, 7:30 New York, 7:35 Philadelphia, 7:40 New York, 7:45 Philadelphia, 7:50 New York, 7:55 Philadelphia, 8:00 New York, 8:05 Philadelphia, 8:10 New York, 8:15 Philadelphia, 8:20 New York, 8:25 Philadelphia, 8:30 New York, 8:35 Philadelphia, 8:40 New York, 8:45 Philadelphia, 8:50 New York, 8:55 Philadelphia, 9:00 New York, 9:05 Philadelphia, 9:10 New York, 9:15 Philadelphia, 9:20 New York, 9:25 Philadelphia, 9:30 New York, 9:35 Philadelphia, 9:40 New York, 9:45 Philadelphia, 9:50 New York, 9:55 Philadelphia, 10:00 New York, 10:05 Philadelphia, 10:10 New York, 10:15 Philadelphia, 10:20 New York, 10:25 Philadelphia, 10:30 New York, 10:35 Philadelphia, 10:40 New York, 10:45 Philadelphia, 10:50 New York, 10:55 Philadelphia, 11:00 New York, 11:05 Philadelphia, 11:10 New York, 11:15 Philadelphia, 11:20 New York, 11:25 Philadelphia, 11:30 New York, 11:35 Philadelphia, 11:40 New York, 11:45 Philadelphia, 11:50 New York, 11:55 Philadelphia, 12:00 New York, 12:05 Philadelphia, 12:10 New York, 12:15 Philadelphia, 12:20 New York, 12:25 Philadelphia, 12:30 New York, 12:35 Philadelphia, 12:40 New York, 12:45 Philadelphia, 12:50 New York, 12:55 Philadelphia, 1:00 New York, 1:05 Philadelphia, 1:10 New York, 1:15 Philadelphia, 1:20 New York, 1:25 Philadelphia, 1:30 New York, 1:35 Philadelphia, 1:40 New York, 1:45 Philadelphia, 1:50 New York, 1:55 Philadelphia, 2:00 New York, 2:05 Philadelphia, 2:10 New York, 2:15 Philadelphia, 2:20 New York, 2:25 Philadelphia, 2:30 New York, 2:35 Philadelphia, 2:40 New York, 2:45 Philadelphia, 2:50 New York, 2:55 Philadelphia, 3:00 New York, 3:05 Philadelphia, 3:10 New York, 3:15 Philadelphia, 3:20 New York, 3:25 Philadelphia, 3:30 New York, 3:35 Philadelphia, 3:40 New York, 3:45 Philadelphia, 3:50 New York, 3:55 Philadelphia, 4:00 New York, 4:05 Philadelphia, 4:10 New York,